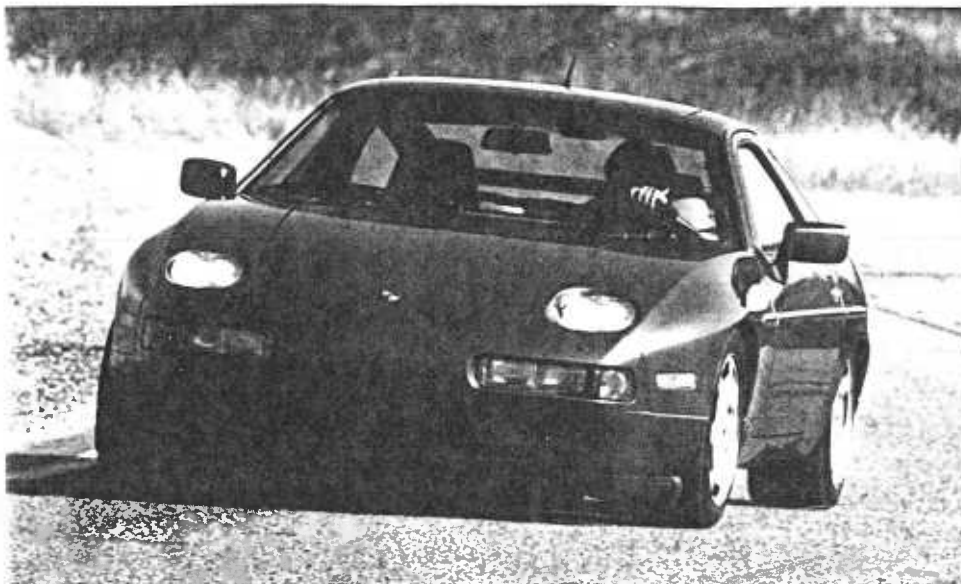


# WINDING ROADS

VOLUME 11  
ISSUE 8

AUG 1996



PORSCHE *Club* OF AMERICA

## WINDING ROADS

Cal-Inland Region  
Mike Forest/Editor  
256 E. Ave. P-1  
Palmdale, Ca. 93550



DAVID WITTERIED  
9900 SUSAN  
CALIFORNIA CITY, CA. 93505

# ZONE 8 REPORTER

## AUG

### 13 CAL-INLAND MEMBERSHIP MEETING!

The Cal-Inland membership meetings have changed. The new day is the second Tuesday of the month, the new time is 6:00 p.m. and the new location is Zuma's Italian Restaurant on Sierra Hwy. in Rosamond.

### AUGUST MEMBERSHIP MEETING!!

TUESDAY, AUGUST 13, 1996  
ZUMA'S RESTAURANT  
6:00 P.M.  
SIERRA HWY. ROSAMOND

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## AUGUST

- 11 Zone 8 Concours, San Diego  
25 Zone 8 Concours, Santa Barbara

## SEPTEMBER

- 15-21 41st. Porsche Parade, Oklahoma

## OCTOBER

- 5-6 Z8 Rally & Concours, San Gabriel Valley  
(5-Rally, 6-Concours)  
11-13 Tour Ala Grape, Orange Coast Region  
12-13 Z8 Time Trial, Phoenix  
19-20 Z8 Time Trial, Las Vegas

## NOVEMBER

- 1-3 Z8 Phoenix Flight Weekend, Arizona  
1 Warm-up party  
2 Concours  
3 Autocross  
23 Z8 President's meeting, Palm Desert  
30-1 Club Race, Willow Springs

## DECEMBER

- 30-Dec. 1 Club Race, Willow Springs

## JANUARY

- 18 Z8 Presidents' & Editors' Meeting, Awards  
Banquet, Hilton Hotel, Del Mar



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# WINDING ROADS

## EDITORIAL LICENSE

MIKE FOREST, EDITOR

Have you ever been driving down the road, minding your own business when you see something interesting that you would like to check out further but can't because what you saw is going the other way on the freeway? Well, I have! Monday, July 22 I was on the A.V. freeway just north of ave. O heading north when I see a strange looking silver car headed south. At first I thought it was a Mazda Miata but it looked too big. It had some writing on the driver's door but I couldn't tell what it said. The car was a roadster but had a hard top in place. As it went by I noticed the rear with the full width tail light assembly. A few hundred yards behind it was another just like it but with no lettering. I got a good look at the whole car this time and there was no mistaking what they were. The two roadsters I saw that morning were Porsche Boxsters. I wanted to turn around but the next off-ramp was ave. N and by the time I got there the Porsches would have been long gone.

They were both a little dirty and looked really strange with the hard tops in place. I can only imagine they were doing some testing either at Willow Springs Raceway or maybe some hot weather evaluation in the high desert. Oh, well! Maybe next time I'll be able to pursue and get more information.

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## OUR NEWEST MEMBER

On July 2nd. at 8 lbs., 14 ozs. and 20 3/4", Michael Samuel was born to Richard and Martha DeCicco. Rich says both mother and baby are fine and that Michael is ready for his first haircut. Congratulations to Rich and Martha on your new arrival from all of us at Cal-Inland.

## CAR SEARCH

MIKE FOREST

Here we go again. It seems as though every time I start looking for a certain type of car, there are none to be found. Either that or they are too far away. Whenever I'm not looking or don't have any money, there seems to be an abundance of the type of car I am interested in. Some of them right here in southern California. Now that I am looking and can afford what I'm looking for, Poof! They're gone. What I am looking for is a Porsche 914/6. Just using the "Panoramas" as an example, there were plenty of sixes advertised until about two months ago. What happened? Where did they all go? I have found a couple of interesting sounding cars but one is in Georgia and the other is in Michigan. I don't want one quite that bad to travel that far only to find out it might not be as expected.

I'll describe the ideal car again. It is a '70 or '71 factory built 914/6. The body will be either unmolested or it will have the front side marker lights removed or it will have the M471 option. The M471 option as I understand it consists of the factory steel fender flares, the lower valences to match and the wider wheels and tires. The car should be rust free and preferably accident free. In reality, the age of the car will probably not allow both conditions. If the rust was minor and was repaired properly, then that will be ok. As far as accidents, as long as the car has not had a front or rear clip or some other major part replaced, any minor damage properly repaired is acceptable. The interior should be as close to original as possible. The engine can be a later, larger unit as long as it can be smog legal in California. The transmission can be upgraded to a later side shifter. The wheels will be the factory 911 style five spoke alloys.

I'm not looking for a show car. I'm just looking for a nice driver for club tours and events. The car will not be used for track events.

If you know of such a vehicle, please call Mike Forest at 805-273-2690. Thanks.

# WINDING ROADS

## TECHNICAL

### 911 OIL CHANGE

DAVID WITTERIED

Changing oil is a task that anyone can perform in the comfort of their own garage. This task should be done at least every 3,000 miles or every six months, whichever comes first if you are using conventional oils. Synthetics can be kept in the car for more than 3,000 miles since they don't contain the additives that break down in conventional oils. However, the six month limit still applies since this prevents corrosion from water which collects in the oil system if the car isn't driven often. Exactly how long synthetic oil can be left in the car is a topic even the experts seem so avoid, so let your conscience be your guide.

The first step to changing your Porsches oil is to warm the car up to operating temperature. I usually go for a short ride since idling the car for long periods does not warm up the engine properly. With the car warmed up, spread some news paper out on the ground to catch any drips. Now, here is the crucial part. Have a **big** oil pan. Something that can hold at least ten to twelve quarts and can swallow it quickly. Imparts sells a nice one that is low enough to fit under the engine sump. If your oil pan is not up to the task you will have a mess on your hands and garage floor! I speak from experience. The first time I changed the oil on my 911 I made a smaller version of the Exxon Valdez on my garage floor. This was because I used a twelve quart oil pan that was laid on its side and drained the oil into a built in sump. Well, the oil came out of the tank so fast that the drain in the pan couldn't get rid of it fast enough and the oil backed up and spilled over the sides. Of course I had dropped the plug (oops) and the oil was too hot to stop with my hand (ouch) so I ended up with about four quarts of oil on my floor (yuck!). The oil plugs on the tank and sump are about three-quarters of an inch across, and when the oil is warm, it comes out very quickly! You will find the oil tank plug under the

right rear fender behind the tire. After the oil drains, clean the plug with some paper towels. Since 911 drain plugs have a magnet built into them you will find small metal filings stuck to them. This should be cleaned off. A light coating of metal filings is OK, but big chunks may warrant inspection by a qualified mechanic. Replace the plug with a new aluminum washer (gasket) if you have one. These are usually part of a tune-up gasket kit, or they can be purchased separately. Repeat this procedure for the plug in the sump pan.

After the oil has drained from the sump, you should remove the sump plate and sump screen (Note! There are two gaskets here. Also later cars have an integrated pump/screen assy. instead of a separate screen). Clean and reinstall the sump screen (sandwiched between two gaskets) and the sump plate. The gaskets come with tune-up kits or can be purchased separately. When putting the small nuts on, use a small wrench and don't over-torque them. (Oil tight only\*). **Note! When you replace the sump plate do not position the drain plug under the oil pick-up tube as this will make your engine run hotter.** This is because the drain plug will partially obstruct the oil pick-up tube, thereby keeping the oil in the crankcase longer.

Now for the oil filter. This is one tough sucker to get off. My tool of choice is a large pair of channel lock pliers (my mechanic recommended these). When you put the new filter on, lightly oil the gasket and hand tighten. Don't worry, the cars oil pressure will restore the impossible to remove (oil filter) torque by itself.

To refill the oil tank, I like to use a long-necked oil funnel. Worming an oil bottle to the filler tube is just too messy, especially with the synthetic oil bottles with the large tops. I normally put about ten quarts into the tank and then start the engine to spread the oil around inside the engine. If you just put in twelve quarts you will get a leak around the oil tank sender ( especially if you leave it overnight). With conventional oil my car (with a front oil cooler) requires a twelve quart oil change.

# WINDING ROADS

911 OIL CHANGE CONTINUED;

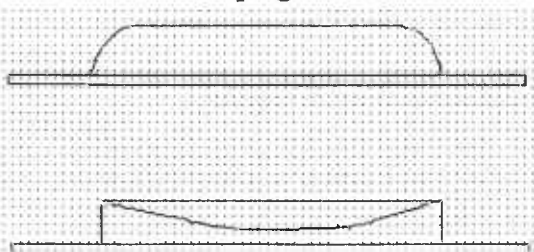
With synthetics I use about thirteen quarts. After filling the tank, bring the engine up to operating temperature (180 degs. F) and check the oil level using the dip stick with the engine running; another case of brain fade on my part that I won't elaborate on. Top off the oil and ta-da...you're done.

Things to check or update:

1. Check: While the sump plate is off, you should check the oil pick-up tube for looseness.

If it wiggles back and forth then you are due for an expensive repair. The tube is epoxied into the oil pump and if it gets loose the pump cannot scavenge oil effectively. If you find this problem, consult your mechanic. I believe the only fix is to replace the pump.

2: Update: If you have the older style sump screen which looks like a wire mesh cap, then this is a good time to update it. The newer style uses a venturi design to increase the efficiency of the oil pump. by getting the oil out of the crank case quicker you end up with a lower oil temperature. Cheap and easy to do!...Note; there is a small impression where the oil plug fits under it.



Old style (top) and new style (bottom) sump screens.

## FOR SALE & WANTED

944 K&N Air Filter \$5.00

All parts below are for 914

Front Air Dam	\$20.00
Rear Deck Lid Spoiler	\$20.00
"Flex Dam" Lower Rubber	\$10.00
Engine Lid Rain Tray Drain Hose	\$1.00
Factory Blaupunkt AM/FM-Cass.	\$30.00
Clutch Cable (New)	\$15.00
Bump Steer Kit	\$5.00
Left Door Window Squeegee	\$2.00
Tachometer Inside Workings	\$10.00
C.V. Joint (New)	\$40.00

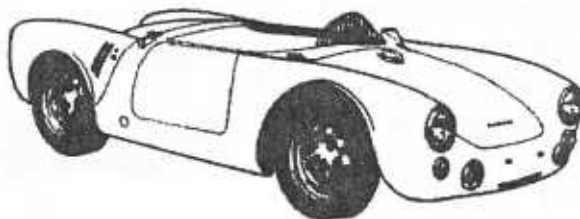
## WANTED

Porsche 914/6. Stock body and interior, (factory M471 option o.k.), no rust or wrecks. Oversize engine o.k. as long as it is California smog legal. Looking for a good, clean driver. No show cars. Contact Mike at 805-273-2690

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**AUGUST MEMBERSHIP MEETING:  
TUESDAY, AUG. 13, 1996.  
ZUMA'S RESTAURANT,  
ROSAMOND**

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# WINDING ROADS

## METRICS 7

DON THOMPSON, MEMBER CAL.-INLAND

This month we get into the first truly expensive modification: gearing. While expensive, gearing is not as compromising as engine modification for an equivalent gain in performance.

The automobile engine puts out maximum power in a fairly narrow RPM range, which is why we use gears. Sports car engines have even narrower bands, therefore the gears must be more closely spaced so we don't drop off the power curve when a shift is made. Conflicting with this desire is the reality of varied demands made upon the factory. First gear is generally too low for less clutch wear and a more powerful feeling launch from a standing start. Top gear is generally too high in an attempt to meet EPA and gas mileage requirements and to accommodate Autobahn high speed cruising. If you have a six speed all these bases may be covered, but most of us have five or even four speeds. This leads to large gaps between gears, which doesn't add up to fast laps.

Since we don't have the same restrictions as the factory, perhaps we can improve things for our personal situation. First, determine the highest speed you'll require. At the fastest tracks, with very powerful street cars, this figure would be about 155 MPH. This also coincides with the limits of most cajones, even on lonely highways. Using average tire size and max engine rpm, this equates to a 3.09 final drive ratio. Divide your top gear ratio by 3.09 to get the desired ring and pinion ratio.

Next, determine the appropriate first gear for your application. Torquey V-8s do great with a 10.0 overall first gear ratio. A six or four may need 11.0 or 12.0 to give an acceptable launch. Now that you have the top and bottom defined, you need to set up your gear spacing. In low gears, at relatively low speeds, drag is not a factor, therefore all power is available for acceleration. In higher gears, at higher speeds, drag eats up significantly greater

amounts of power, leaving less available for acceleration. This means you should have progressively decreasing gear splits as you go up the gear range. Splits are measured by dividing the higher gear by the next lower gear. Good splits for reasonably flexible power range engines would range from .68 for the first to second shift to .8 for the fourth to fifth shift, with progressive increases in between. A setup like this should ensure that the right gear is always available at the track.

Compromises will include reduced gas mileage, increased engine wear, and increased noise due to a lower top gear. Your off the line launch may not be as snappy if you move first up the ratio range. Expense is the largest compromise, as gears and their installation are expensive. 911s can get factory racing gears and the 944s can use Audi gears. 928s, unfortunately, require custom made gears, although the Euro gears are a significant improvement over the stock '85-'88 stock U.S. gears.

Beaudry Porsche in Tucson gives 25% off on parts and free shipping. Call David McCrory at 800-362-6364 and say you saw their ad in Excellence. Engine modification is up next month.





SANTA BARBARA REGION  
 CONCOURS D'ELEGANCE  
 PORSCHE CLUB OF AMERICA ZONE 8 EVENT  
 SUNDAY, AUGUST 25, 1996

SHERWOOD COUNTRY CLUB, WESTLAKE VILLAGE  
**Featured Car - Porsche Targa**

Sponsors: Sherwood Country Club \* Rusnak Westlake Porsche \* Nestlé Corporation  
 Porsche Cars North America

Schedule: 7:30 A.M. Placement Of Cars Begins  
 10:00 A.M. Judging Begins  
 11:30 A.M.-1:30 P.M. Lunch Is Served - Strolling Mariachi Band  
 12:00-12:30 P.M. Flamenco Dancers Perform  
 3:30 P.M. Awards Ceremony

Fees: \$50 per car JUDGED CLASSES (which includes one catered lunch)  
 (\$45 per car, if registration w/payment is received by Monday, Aug. 5)  
 \$25 per car PARK AND EAT, Porsches only (includes one catered lunch)  
 \$20 each additional catered lunch ticket  
 Sherwood Country Club member special: \$40 judged class, \$20 Park & Eat

Sherwood is a private club with gated entrance. In order to be admitted to the concours, you must be driving a Porsche or show your pca membership card. There is ample reserved Porsche parking, and an area for trailer parking.

DIRECTIONS: Westlake Blvd off-ramp from the 101 Freeway, South on Westlake Blvd. to Potrero Road. Right on Potrero to the Sherwood Country Club.

HOTELS: Hyatt Westlake Plaza, 805/497-9991, Ramada Hotel, 818/707-1230

EVENT CHAIRMAN STEVE CONGER, Rusnak-Westlake Porsche, 805/496-6500, 818/991-6340 or 805/484-4594  
 A charity event with net proceeds going to the American Diabetes Association

**ADVANCE REGISTRATION IS REQUESTED & SUGGESTED**

Please make check payable to PCA-SB and mail w/entry to Scott Carpenter, 6207 Parkhurst Dr., Goleta, CA 93117

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE & ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_  
 PORSCHE MODEL \_\_\_\_\_ YEAR \_\_\_\_\_ BODY TYPE \_\_\_\_\_  
 CLASS \_\_\_\_\_ PCA REGION \_\_\_\_\_

List additional Porsche car entries on a separate sheet and attach to this form

EARLY REGISTRATION FEE	_____ @ \$45 PER CAR	\$ _____
REGISTRATION FEE	_____ @ \$50 PER CAR	\$ _____
PARK AND EAT	_____ @ \$25 PER CAR	\$ _____
ADDITIONAL LUNCHES	_____ @ \$20 EACH	\$ _____
Sherwood Country Club members		
REGISTRATION-JUDGED CAR	_____ @ \$40 PER CAR	\$ _____
PARK & EAT	_____ @ \$20 PER CAR	\$ _____
TOTAL	_____ TOTAL FEES	\$ _____

JUDGED CLASSES LIMITED TO 65 TOTAL ENTRIES! Send your entry early to participate in this premier 1996 concours event!

***THE 24TH TOUR A LA GRAPE  
OCTOBER 11-12-13 1996***

On Friday at your convenience you can leave your home and drive to a location several miles out of the hustle and bustle of Los Angeles, where a room will be reserved and waiting for you. Meet the other "Winos" and get your car ready for an early start Saturday Morning. We will drive some interesting "Porsche" roads and visit several potable wineries. Lunching on the way to an early afternoon stop at another hosted nites lodging. Time to clean up the car - Watch out for the KKK, and then to dinner at a suitable restaurant for a hosted dinner. Sunday Morning up at at em for the real tastings and purchases. A hosted luncheon where the door Prizes and the KKK and the Stupid Quiz awards will be passed out. Another winery tasting is optional for it is now about 3:00 and some people will have to travel home even tho it is Columbus Day on Monday.

All this fun and relaxation , two nights lodging, a hosted dinner Saturday night, and a hosted Lunch on Sunday afternoon all for the cost of \$200.00 (up \$5.00 from last year) How is that for keeping inflation down? Plus prizes and awards and Wine.

Send in your reservation check for \$100.00 now and become a part of this, the next to last Tour a La Grape. Next year is the 25th and it is going to be the last for this Old Wine Tour Leader. It will probably cost you a little more and will take an extra day out of your schedule for we plan on making the 25th the biggest and best ever Tour a La Grape.

\$100 Now and we will let you know when the other "C" note will be due , Where you will spend your Friday and Saturday nites, What you can expect to eat and all the other nice things you will want to know.

Send it to: George McClelland Wine Tour Leader  
17461 Flower Lane  
Huntington Beach CA 92647  
714-847-8361

We are in the process of making the awards out of wine corks but have run out of corks. If you have any you want to donate send them or bring them along with your check. You might even get some of them back  
George.



## CALIFORNIA-INLAND REGION PORSCHE CLUB of AMERICA

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93550  
(805)273-2690

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Give us your ads, your articles, your stories and your items of Porsche interest, but please give them to us by the 15th. of the month prior to the month in which you want it to appear.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", P.C.A., Cal-Inland Region, it's officers or editorial staff. We reserve the right to edit as necessary all material submitted for publication.

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TIME TRIAL CHAIRMAN	JOHN & NITA BURROWS	(702) 878-4629
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RULES COMMITTEE CHAIRMAN	AL SCHLEGEL	(619) 755-8838

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